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8th November, 1908

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P. O. Box, 32. Telephone No. 14.On Tuesday, November 17th, at Shanghai,
CARL BENNETT, Architect, aged 181 years.HONGKONG OFFICE: 10A, DES VOUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press

HONGKONG, NOVEMBER 24TH, 1908.

As time passes by there seems all the more reason to look upon the close coincidence of the deaths of the Emperor and the Empress Dowager as a fortunate event—so far as China is concerned. Rumour in an Oriental Court is always busy when the death of a reigning monarch, or one sufficiently near the throne to be in the possible line of succession, occurs, and the unusual circumstances attending the Imperial deaths were so out of the ordinary current of events that we cannot accuse the originators of the rumours of any particularly sinister motives. However that may be, there is no doubt that the late Empress Dowager, Tsai Hsueh, was not to be daunted by any merely ethical consideration from any course on which she had set her mind; and there is evidence enough to show that she always had willing tools at her disposal to carry out her most treacherous desires. There is but little doubt that when in the Palace revolution in 1898 she practically imprisoned the late Emperor in his own palace; she was only deterred from completing the task by his death through the unmistakable symptoms of disapproval shown by the foreign Powers, and more especially by Japan. What actually occurred will probably never be known, but it certainly was of such a nature that the young Emperor never recovered from the shock, and remained for the rest

of his life a broken wreck both in mind and body. The strongest evidence for discrediting the sinister rumours which have been spread abroad is that Tsai Hsueh could have had no possible motive in hastening the Emperor's death, as whether he lived or died his mind had become too enfeebled to take up the reins of government, and a regency would have been equally necessary in either case. With all the instinct of life common in those who have led an unusually vigorous life, Tsai Hsueh refused till the last few days of her life to think even of her possible decease, and unwilling to allow such a matter to enter her thoughts, she, after the failure of her first attempt in the person of Prince Tuan's unfortunate son, refused to permit the subject of a successor to Kwang Su to be mentioned in her presence.

The subject was surrounded, it was clear, with difficulties: the fact was that with the usual fate of Oriental dynasties, the Imperial House had become debauched, and so far had this gone, that scarcely one of the remaining princes of the blood could be looked upon as quite *compos mentis*. She had tried once, and the result had shown the degeneracy of the stock; she might probably make a second mistake. At all events the premature announcement of an intended successor would unite against him all the cunning of the wackies who would consider themselves as passed over, so, from her point of view, it appeared wiser to postpone the nomination till a last moment. It was fortunate for the dynasty that the last moment gave her the opportunity, for she seems to have maintained her faculties till the end. There is still little doubt that practically she had made up her mind for some time, and was gradually taking steps to place Prince Chun in such a position as would point to his being eventually competent to undertake the responsible duties of Regent. According to the Chinese rules of succession no member of the same generation can offer up the Imperial morticoles to his predecessors, the rule here being the exact contrary to that prevailing in monarchies under Turkish rule, where the momentarily most capable is held the most suitable. With regard to Prince Chun himself, almost accidentally we know more of him personally than of any of the other princes of the blood, owing to the fact that he was selected to go to Germany to apologise for the events of 1900. The simple fact of his having travelled, and seen the world outside China, would of itself have had a certain effect in opening his eyes to the true state of affairs, but beyond this he is credited with having taken an intelligent interest in what he saw; and certainly at the Court at Berlin he conducted himself with due dignity and discretion. In China, on his outward and homeward voyages, he made a favourable impression on all who came in contact with him, both natives and foreigners; and since his return he has had the address to avoid being mixed up with any clique or party; so that the late Regent, in her very last act at all events, seems to have had the best interests of her country at heart. Though feeble in body, and lately broken in mind, the late Emperor, it is to be remembered, at one time gave promise of being capable of great things; his brother, not unlike him in person, and with a stronger constitution, it may reasonably be hoped, will be able to do much to restore the lost prestige of the Imperial family. He, at all events, has had the advantage of a more wholesome bringing up than fell to the lot of his unfortunate brother, who apparently of set purpose, under the imperious will of the late Dowager, was placed in the hands of the eunuchs about the court, to his ruin mentally and physically.

We have said at the beginning of this article that it was perhaps a fortunate thing for China that the death of the Empress Dowager followed so closely on that of the Emperor. Although possessed of a powerful mind, and an indomitable will, the Dowager Empress Tsai Hsueh was yet a woman—and, as a woman, early fell under the influence of the Eunuchs about the Court, with whom she had been associated intimately in her original low position. It was undoubtedly to their influence that the greatest scandals of her life were due, and both her own son and his successor, were under their rule brought up to a life of indolence and debauchery. It was possibly not so much from evil motives as from ignorance of the first principle of education, that this course was adopted, but it was perhaps the greatest crime of a long, and and by no means uneventful life. There is little doubt that had she lived but a short time longer the same course would have been adopted in the case of the new Emperor, and the attempt would certainly have been made to bring his father, Prince Chun, under the same evil

influence. It is possible that his short journey to Europe, and his visit to the Court at Berlin, strengthened the lesson, which was certainly apparent to him in the disorders of the Dowager's private Court. His present advisers, not the least of whom is the veteran CHANG CHI-TUNG, used all their influence to break the power of the Eunuchs at court, which they saw plainly was sapping the foundation of Imperial rule. It is perhaps the most healthy sign of improved conditions that almost the first act of the new Regent, doubtless under the advice of the two Grand Councillors, has been to dismiss two of the Eunuchs who had attempted to commence a palace intrigue. But financially the influence of the Eunuchs has been one of the principal causes that rendered reform under the late regime actually impossible. The fact was notorious that practically all the principal appointments in the Empire were merely matters of barter. This had been common enough under the later rulers of the dynasty with whom every post had its assessed value, so that practically the revenues of the State were as much farmed as they were under the later Roman Emperors. But of late years affairs had become worse. Over and above the regular assessment the eunuchs, separately and individually, had to be arranged with;—and this while the Empress Regent was all the while impressing on the Provinces the necessity of retrenchment. This system of sale, which, for all her strength of character the Regent had permitted to grow up to the most outrageous dimensions within her own Court, has been the besetting sin of her administration, the one sin, in fact, which rendered every attempt at reform impracticable.

Much useless talk has been indulged with regard to the new Regent again, as to whether he is "pro-foreign" or "anti-foreign," as if that were an important matter of policy. What China needs is, of course, simply that the country and its best interests should be the first aim of her statesmen. China has wisely taken to heart the lesson impressed on her by misfortunes that there are many things necessary for her well being, and she can only learn from foreigners; but on the other hand it will be equally incumbent on her rulers to learn that there are many foreign things which the wise will equally profitably reject with disgust and loathing. Above all it will be the wisest thing of the new Regent to avoid the use of either one term or the other, and look only in his policy to the interests of the Empire itself. Foreign Powers will certainly not permit him to forget their existence, so that part of his rule will need little jumping.

The German Mail of the 22nd October was delivered in London on the 21st inst.

Mr. and Mrs. J. W. Bolles returned to Hongkong yesterday by the *Siberia*.

Sir Paul Chater came back to the Colony yesterday after a short trip to Shanghai.

The Colony was able to show a clean bill of health for the last week, no cases of plague or communicable disease having been reported.

Dr. Sun Yat Sen, the fugitive leader of the anti-dynastic movement in China, is reported to have recently arrived in Japan.

At the Magistracy yesterday a Chinese was sentenced to six months' hard labour by Mr. J. R. Wood for stealing a gold watch and chain value \$250 from Mrs. E. E. Ellis.

As a mark of respect to the memory of the late Emperor and Empress Dowager, the native members of the Shanghai Municipal Police Force have discontinued wearing the red ornaments on their hats until further orders.

Eleven missionaries, sent out by the American Presbyterian Board of Missions, with headquarters in New York, left San Francisco on October 27th for the Orient. The greater number go to Korea and the others to China.

Another serious bank failure occurred at Shanghai last week when a native draft bank suspended payment. It is reported that liabilities amount to Tls. 350,000 and that a prominent local Chinese official and the Arsenal are the heaviest losers.

Albert Charles Marshall, steward on board the "Empress of China," was summoned to appear before Mr. Wood at the Magistracy yesterday on a charge of assaulting a boy. Mr. Wood dismissed the summons but ordered the defendant to pay \$5 compensation to the complainant.

In connection with the invitation to Tokyo of Dr. Sven Hedin, it is noted that it was largely due to the initiative of Count Ohtani, Lord Abbot of the West Hangan-ji, Kyoto, who is himself an explorer and who contributed a large sum for the purpose of inviting Dr. Sven Hedin.

If the Moros keep on attacking the Filipinos, says the *San Francisco Chronicle*, Uncle Sam will have to resort to the extreme measure he was obliged to use with the Apaches in Arizona and New Mexico. The sooner they are applied the better the Filipinos will think of the Government that has undertaken the duty of protecting them.

The four native banks which have just failed in Hankow are the E. Wo Lee, E. Wo Sing, E. Sung Wo, and E. Sung Loong. These were all under one promoter-ship or proprietor-ship, the gentleman in question being also part owner of the Han Fong gear mills. The actual amount of the liabilities is as yet undetermined but the most accurate reports to hand place it at probably Tls. 3,700,000. Comrades of several foreign Banks were also hit by the failure.

Before Lieutenant C. W. Bookwith, R.N., at the Marine Magistrate's Court yesterday the master of a licensed trading junk was summoned by Boarding Officer A. E. Davey for failing to carry a bright light visible all round the horizon at a distance of at least one mile, while at anchor in the harbour. After hearing the evidence, his Worship dismissed the case, but warned the defendant to carry his light in its proper position on his junk in future.

Coolies who are paid on piecework down West Point sometimes attempt loads for which they are incapable. It often happens that they load a truck with so many bags that when the wheels enter the smallest rut they are unable to move the truck. This happened on Saturday, but the coolies had the misfortune to have their truck stick in the car-rails and block the traffic. For this obstruction the principal was summoned before Mr. Wood at the Police Court yesterday and fined \$10.

The associated Race Clubs of Japan which have of late been approaching General Terachi, Director of the Horse Administration Bureau, ask the authorities for special support for the maintenance of race-clubs in consequence of the prohibition of the *pari-mutuel*. The Horse Administration Bureau, however, disregards this petition on the ground that as a result of investigations made by the Bureau as to the breeding of military horses throughout the country, the authorities find that it has not been affected by the prohibition of the *pari-mutuel* at all, but that, on the contrary, the prices of military horses are rising.

The Japanese Press states that in compliance with the request of the Peking Government, the Department of Education in Tokyo has consented to admit 150 Chinese students to the various Government schools every year, beginning from this year. The number of students allotted to each institution is fixed at 50 for the High Schools, 25 each for the Higher Normal Schools and the Yamaguchi Higher Commercial School, 10 for the Chiba Medical College, and 40 for the Tokyo Higher Technical School. It is understood that the Chinese Government will pay to the Japanese authorities a sum of over Y10,000, annually for expenses in connection with the training of the students. There are now in Tokyo about 3,000 Chinese students who attend both the Government and private schools.

The Hongkong Observatory yesterday issued the following report:—

On the 23rd at 11.55 a.m. the barometer has fallen in E. Japan, and risen elsewhere particularly over the continent.

The typhoon is filling up to the South of Formosa.

A depression, which crossed the N.E. part of the Sea of Japan yesterday, is now moving into the Pacific to the E. of Hokkaido.

The high pressure area remains over China and the North of the Yangtze.

Storms are still raging along and strong N. and N.E. gales will continue to prevail in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood. N. winds, strong to fresh; fine.

Formosa Channel. N. and N.E. gales.

South coast of China between Hongkong and Lamook. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 2.

Hongkong and Hainan. Same as No. 2.

The statement which recently appeared in the Chinese Press that H.E. Yuen Shih-kai proposes to purchase Dr. G. E. Morrison's Library is incorrect. The Library in question is not for sale and neither directly nor indirectly has any such suggestion been made by H.E. Yuen Shih-kai.

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Tientsin papers announce the engagement of Major Nathan to Miss Doherty.

The booking for the A.D. C. performance of "The Country Girl" opens at the Robinson Piano Company's store at 10 a.m. tomorrow.

We learn from Japan that snow has fallen at several places throughout the north-eastern provinces. The plain at Kamikawa was covered to a depth of two feet, causing the suspension of railway and telegraphic communication.

A Chinese in charge of a truck was so careless that he knocked down a woman and she had to be taken to the hospital to have her injuries attended. He appeared at the Magistracy yesterday and was fined \$10 and ordered to pay \$5 compensation to the woman.

The Japanese Consul-General at Shanghai, on announcement being made of the deaths of the Emperor and Empress Dowager of China, requested his nationals to refrain from all singing, dancing, etc., for three days as a mark of respect to the Chinese in their double bereavement.

Mr. James E. Morse, President of the American Trading Company, has been honoured by the Emperor of Japan who has bestowed upon him the Second Class of the Imperial Order of the Sacred Treasure. Mr. Morse resided in Japan for nearly thirty years and has occupied his present position for eighteen years.

American newspapers are now to hand containing reports of the Japanese welcome to the battleship "Audrey." The *San Francisco Call* has the following among its headings: "Now Japan eclipses world in its joy." "All Tokyo honors the Americans." "Enthusiasm breaks records during great night demonstration." "Admiral Sperry says spirit shown means lasting friendship."

The four native banks which have just failed in Hankow are the E. Wo Lee, E. Wo Sing, E. Sung Wo, and E. Sung Loong. These were all under one promoter-ship or proprietor-ship, the gentleman in question being also part owner of the Han Fong gear mills. The actual amount of the liabilities is as yet undetermined but the most accurate reports to hand place it at probably Tls. 3,700,000. Comrades of several foreign Banks were also hit by the failure.

Before Lieutenant C. W. Bookwith, R.N., at the Marine Magistrate's Court yesterday the master of a licensed trading junk was summoned by Boarding Officer A. E. Davey for failing to carry a bright light visible all round the horizon at a distance of at least one mile, while at anchor in the harbour. After hearing the evidence, his Worship dismissed the case, but warned the defendant to carry his light in its proper position on his junk in future.

Coolies who are paid on piecework down West Point sometimes attempt loads for which they are incapable. It often happens that they load a truck with so many bags that when the wheels enter the smallest rut they are unable to move the truck. This happened on Saturday, but the coolies had the misfortune to have their truck stick in the car-rails and block the traffic. For this obstruction the principal was summoned before Mr. Wood at the Police Court yesterday and fined \$10.

The associated Race Clubs of Japan which have of late been approaching General Terachi, Director of the Horse Administration Bureau, ask the authorities for special support for the maintenance of race-clubs in consequence of the prohibition of the *pari-mutuel*. The Horse Administration Bureau, however, disregards this petition on the ground that as a result of investigations made by the Bureau as to the breeding of military horses throughout the country, the authorities find that it has not been affected by the prohibition of the *pari-mutuel* at all, but that, on the contrary, the prices of military horses are rising.

The Japanese Press states that in compliance with the request of the Peking Government, the Department of Education in Tokyo has consented to admit 150 Chinese students to the various Government schools every year, beginning from this year. The number of students allotted to each institution is fixed at 50 for the High Schools, 25 each for the Higher Normal Schools and the Yamaguchi Higher Commercial School, 10 for the Chiba Medical College, and 40 for the Tokyo Higher Technical School. It is understood that the Chinese Government will pay to the Japanese authorities a sum of over Y10,000, annually for expenses in connection with the training of the students. There are now in Tokyo about 3,000 Chinese students who attend both the Government and private schools.

The Hongkong Observatory yesterday issued the following report:—

On the 23rd at 11.55 a.m. the barometer has fallen in E. Japan, and risen elsewhere particularly over the continent.

The typhoon is filling up to the South of Formosa.

A depression, which crossed the N.E. part of the Sea of Japan yesterday, is now moving into the Pacific to the E. of Hokkaido.

The high pressure area remains over China and the North of the Yangtze.

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TELEGRAMS.

(LONDON'S ASSOCIATED PRESS.)
THE GERMAN NAVY.

London, November 21st.
The German Navy Estimates show an increase of £3,000,000, and provide for laying down 3 battleships, 1 large and 2 small cruisers. The provision for the Torpedo flotilla includes half a million for submarines.

THE NEAR EAST.

London, November 21st.
It is officially stated in Belgrade that Austria is transporting large quantities of ammunition up the Save, and stationing troops in all towns on the Lower Danube. The Serbian Government consequently finds it very difficult to pacify the people.

DEPARTURE OF THE MIDDLESEX.

Yesterday the 3rd Battalion of the Middlesex Regiment left Hongkong in the troopship "Dufferin" for Singapore. The soldiers carry with them the good wishes of their friends.

THE SITUATION IN PEKING

General Keang, who had been ordered to Peking with his soldiers after the death of the Emperor for the protection of the capital, has received instructions from the Regent, Prince Chun, to remain where he is as the city is quiet. General Keang, it should be explained, is at present in command of a large number of troops near Shan Hai Kwan.

ASSOCIATION FOOTBALL LEAGUE.

A meeting called by the Naval Yard Football Club of those interested in the formation of an association football league was held last night at the Y.M.C.A. Rooms, Lieut. Mullins presiding over a good attendance which included representatives of the Hongkong, Naval Yard United, K.M.S. Tamar, R.A.M.C., the Buffs, R.E., Lusitania and Y.M.C.A. Football Clubs.

The Chairman indicated the reasons given for the formation of the league: Personally he was against it on account of the difficulty of obtaining ground, the lateness of the suggestion, and the fact that there was already a shield competition as well as competitions in connection with both services.

Mr. Glover, representing the Naval Yard, spoke in support of the proposal.

Mr. F. Browne expressed disapproval of the proposed league, stating as his objections that it would entail a great strain on the players and that clubs were not sufficiently strong enough to stand the strain of league football. It would also fall very heavy on the executive and he stated that the idea of the Hongkong Football Club at present was to distribute the play amongst the greatest number. He did not believe in players migrating to other clubs. In conclusion he cited as a curious fact that notwithstanding the amount of room available at Kowloon there was not a football club there.

Discussion ensued and on a vote being taken it was decided to form a league, the representatives of the Hongkong Football Club and of the Buffs voting against it.

Mr. Glover was appointed secretary pro tem to call a meeting of representatives.

The proceedings closed with a vote of thanks to the Chairman.

THE GRIFFINS.

The subscription griffins were drawn for yesterday afternoon with the following results:

- No. 1—Bay—J. Douglas.
- 2—Black—General Broadwood.
- 3—Nutmeg grey—Lieut. Wedd (Buffs).
- 4—Bay—F. H. May.
- 5—Grey—Lieut. Sill (Buffs).
- 6—Grey—Col. Bayard (Buffs).
- 7—Grey—J. Armstrong.
- 8—Bay—E. E. Toog.
- 9—Bay—Lieut. Lehigh, R.A.
- 10—Grey—Macdonald & Co.
- 11—Marble grey—A. Moir.
- 12—Bay—Lieut. Moore, R.A.
- 13—Grey—Lieut. Hemphill (Buffs).
- 14—Grey—W. J. Gresson.
- 15—Grey—C. H. Ross.
- 16—White—T. H. Forrest.
- 17—Dark grey—A. R. Lowe.
- 18—Bay—Lieut. Searlet (Buffs).
- 19—Grey—H. N. Mody.
- 20—Grey—H. A. Seth.
- 21—Grey—J. B. M. Smith.
- 22—Black—F. B. Deacon.
- 23—Bay—T. F. Hough.
- 24—Grey—Bapt. Heathcote.

EWO COTTON COMPANY.

At a meeting of the consulting committee of the Ewo Cotton Spinning and Weaving Company, Limited, held on the 14th inst., it was decided that the shareholders should be recommended to apportion the balance at credit of profit and loss accounts on October 31st of Tls. 110,109.42 as follows:—

To pay a dividend of Tls. 5 per share	Tls.
To pay 15,000 shares	75,000.00
To place to repairs and renewals account	25,000.00
To write off furniture account	1,289.09
To carry forward to new account	8,820.33
Tls.	110,109.42

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A CHARGE OF ARSON.

Before Mr. J. R. Wood at the Magistracy yesterday afternoon An Ping Kwing, managing partner of a silk and piece goods shop, at 69 Bonham Strand, was indicted on charges of setting fire to the shop on the 10th instant, persons being therein, and setting fire to the shop with intent to injure and defraud certain insurance companies.

Mr. G. N. Orme, Deputy Superintendent of Police, prosecuted; Mr. E. J. Grist (of Messrs. Wilkinson and Grist) appeared for the defendant; and Mr. R. D. Atkinson (of Messrs. Deacon, Looker and Deacon) represented the Insurance Companies.

Mr. Orme, in outlining the case, said that An Ping Kwing was the managing partner of the Tai Lam piece goods shop. There were seven partners associated with him in the business, but Mr. Orme understood they were away in the country. Sometimes in the summer the defendant and these seven partners, or dummies or what ever they were, put their heads together to raise \$10,000 to set up in business in Hongkong. On August 12th the defendant came to Hongkong and set up in Jervois Street. There he remained until November 3rd, when the landlord gave him notice to quit. Defendant then removed to 69, Bonham Strand East, where he engaged a carpenter to erect shelves. The erection of these shelves necessitated a considerable amount of sawing. This inflammable matter was spread about the floor, and Mr. Orme understood that it was not swept up. On November 10th the unlucky man awoke to find his house in flames. At 2 a.m. a constable who was walking along the street saw the flames bursting out from the ground and first floors, and almost simultaneously from the two upper floors as well. As soon as the fire had cooled down sufficiently the police entered the building, being accompanied by Mr. Lammett. They made an inspection of the relics, and both the police and Mr. Lammett saw shavings and rags, among which they detected a small tin of kerosene. In consequence of this the defendant was arrested and charged. Insurance had been effected to the extent of \$19,500.

Mr. F. Browne, Government Analyst, deposed to receiving a basket of debris from Sergeant Watt and examining same for kerosene. He did not find any, but found some spent crackers and asphaltine balls.

By His Worship—The debris was all wet, and even if there had been kerosene he would not have been likely to detect it. His evidence was not of much value either way.

Cross-examined—Camphorine balls were used to keep away moths. They ought to be found in most piece goods shops. Witnesses would not expect to find them used as a method of setting fire to a building.

Mr. Orme—Of course, Mr. Browne speaks as an amateur.

Mr. Grist—No, he is speaking as a scientist and has been called to give expert evidence.

Witnesses, continuing, said he would not expect crackers to be used for setting fire to a building.

Mr. H. A. Lammett, auctioneer, spoke to visiting 69, Bonham Strand East on the 10th and 11th instant. On the first occasion he made a casual inspection, but on the second visit he made an inspection with Inspector Smith and Sergeant Watt. Witness did not see any stock on the first floor—only personal effects. On the ground floor witness saw quantities of burnt piece goods and shavings which smelt of oil. He did not think there was a great quantity of goods in the shop before the fire. There had not been too much damage done to prevent him from making an estimate. He was of opinion that there was not more than \$4,000 worth of stock in the shop.

Detective Sergeant Watt stated that on the forenoon of the 10th instant the defendant called at the Central Police Station to report the fire. Witness took defendant's statement down on the typewriter.

Mr. Grist—What the defendant said is not evidence against him unless he was properly cautioned.

Mr. Orme—There was no offence charged, or chargeable at the time. I submit his statement can be taken.

His Worship admitted it, but noted Mr. Grist's objection.

Proceeding, witness spoke to smelling kerosene in the shop, and mentioning the fact to the defendant. The latter said, "I must have kerosene in the shop. It has come from the lamp. The shavings were caused by the carpenter's work in putting up shelves. Witness arrived at the scene of the fire about ten minutes after alarm was given. The fire was got under in about half an hour."

In cross-examination witness said the entrance to these premises was a sliding door of wooden bars.

Where there has been arson witness would expect to find a door open or shut?—That is hard to say.

The object of arson is to recover insurance money, isn't it?—Usually.

The reason you put this man under arrest was because of the smell of kerosene?—Yes, and the shavings.

And you have since ascertained that a carpenter was at work?—Yes.

After further evidence was heard the case was adjourned.

POSTPONEMENT OF THE OPIUM CONFERENCE.

A telegram has been received by the Government from the Secretary of State communicating the information that the International Opium Conference which was to have been held at Shanghai on January 1st will be postponed until 1st February in accordance with the wishes of China in consequence of the deaths of the Emperor and Empress Dowager.

Advertisements—Advertisements, Subscriptions, Printing, etc., should be addressed **DAILY PRESS**, only, and special business matters, **THE MANAGER**. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for a copy of the DAILY PRESS should be sent by post, or by hand, on day of publication. After that time, the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

TO LET
FROM 1st March, 1909, a FURNISHED HOUSE at Mount Gong, the Peak. Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 24th November, 1908. [1601]

THE DAIRY FARM COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Company's Office, No. 2, Lower Albert Road, Victoria, Hongkong, on TUESDAY, the 1st day of DECEMBER, 1908, at 12.30 o'clock in the afternoon, when the following resolutions, which were passed at the Extraordinary General Meeting of the Company held on the 17th day of November, 1908, will be submitted for confirmation as Special Resolutions.

1. That the Capital of the Company be increased by the sum of \$112,500 divided into 15,000 Shares of \$7.50 each and that the Directors be authorized to allot such shares, pro rata among the existing shareholders according to the number of shares in respect of which they may, on the 27th day of October, 1908, be registered, in the proportion of three new shares for each complete lot of five shares held by them on that date and that any of such new shares remaining over after such allotment shall be dealt with by the Directors in their discretion.

2. That the Articles of Association of the Company be altered by deleting paragraph 2 of Article IX and by substituting therefor the following paragraph:

2. The Register, or Registers, of shareholders and the Register of Transfers may be closed for such period or periods at such time or times as the Directors may think fit but the period or periods of such closure shall not exceed in the whole 30 days in any one year.

By Order of the Board of Directors,
S. A. SETH,
Secretary.

Hongkong, 17th November, 1908. [1602]

THE DAIRY FARM COMPANY, LTD.

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"That the Directors be authorized to declare a bonus or dividend out of the Reserve and Cattle, Reserve Fund, or out of the accumulated profits of the Company sufficient to pay a call of \$5.00 per share upon the New Capital already authorized to be raised by Special Resolution and that such bonus or dividend be appropriated for the purpose of paying such call."

By Order,
S. A. SETH,
Secretary.

Hongkong, 17th November, 1908. [1603]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM HAMBURG, MIDDLESBOROUGH, LONDON AND STRAITS.
The Steamship

"ARDIGANSHIRE."

Capt. W. O. Tynd, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 30th Nov., at 3 p.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th Nov., will be subject to sale.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 2nd November 1908. [1598]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:

Epitome of the Week's News.

The Future of China.

The Late Emperor of China.

The Republic.

The Situation in China.

The Chinese Sky-God.

Building Collapses in Hongkong.

Random Reflections.

Can't News.

Fatal Cycling Accident.

Arrival of the Buffs.

Dairy Farm Company, Limited.

Emigration and Port Dues.

Hongkong General Chamber of Commerce.

New York C. A. Branch at Wanchai.

Hongkong Corinthian Yacht Club.

Interesting to Traders.

The Peak Murder.

Papal Jubilee.

Jewelleries in Kwangtung.

Important Case Under the Liquor Ordinances.

Supreme Court.

Railways in China.

Death of the Emperor of China.

Death of the Empress Dowager.

The National Mourning.

The Situation at Peking.

Rumours of Impending Trouble.

Death-Bed Editors.

The Shanghai Libel Case.

Establishment of Customs Stations on Railways.

Mamla's New Water Supply.

Criminal.

Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from the Office to address sent, including postage 34 cents each.

Subscription: \$12 per annum, payable in advance; postage 82.

NEW ADVERTISEMENTS

SAS "DUMBEA"

COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE

CONSIGNEES of Cargo from London to

Sancti-Spina, et al. "Torre del Oro" from

Bordeaux et al. "Leroy Lallier" in connection

with above steamers are hereby informed that

their Goods, with the exception of Opium,

Treasure and Valuables, are being landed

and stored at their risk into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Ltd., at Kowloon, whence delivery

may be obtained immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before 7 p.m. To-day, requesting it to be

landed here.

Bills of Lading will be countersigned by the

Undersigned. Goods remaining unloaded after

MONDAY, the 30th Nov., at Noon, will be

subject to rent and landing charges.

All claims must be sent in to me on or before

the 30th Nov., or they will not be recognized.

All damaged packages will be examined on

MONDAY, the 30th Nov., at 3 p.m.

No Fire Insurance has been effected.

P. NALIN,
Acting Agent.

Hongkong, 23rd November, 1908.

PUBLIC COMPANY

A. S. WATSON & CO., LIMITED

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on Account

of the year 1908 of Thirty Cents per

share, will be Payable at the Hongkong and

Shanghai Bank, Hongkong, on and after

FRIDAY, 27th November, 1908, on Warrants

to be obtained at the Company's Office.

The Dividend will also be Payable at the

Hongkong and Shanghai Bank, Shanghai, on

and after the same date.

The REGISTER OF SHARES will be

CLOSED from TUESDAY, the 24th instant,

until MONDAY, the 30th instant, both days

inclusive, during which period No Transfer of

Shares will be effected.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 17th November, 1908. [1585]

AUCTION

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION

MR. GEORGE F. LAMBERT has

received instruction from the Mortgagee

to Sell by Public Auction

On FRIDAY,

the 4th DECEMBER, 1908, at 12 o'clock NOON,

at his Sales Room, Duddell Street.

The following Very VALUABLE LEASE-

HOLD PROPERTY situated at Victoria in

the Colony of Hongkong, namely:

All those Two Pieces or Parcels of ground

situate at Victoria, aforesaid, registered in the

Land Office respectively as SECTION "N" or

MARINE LOT No. 90 and SECTION "C" or

MARINE LOT No. 91 together with all the

messuages thereon known as Nos. 11, 13 and 15

Tsz Mei Alley, Victoria, aforesaid.

Crown Rent payable in respect of SECTION

"N" or MARINE LOT No. 90 one pound

sterling and in respect of SECTION "C" or

MARINE LOT No. 91 10 Shillings. Area,

Section "N" of Marine Lot No. 90 contains 1527

Sq. ft. or thereabouts and Section "C" of Marine

Lot No. 91 contains 375 Sq. ft. or thereabouts.

The said Lots are held respectively for the

respective residue of the terms of 999 years

and 999 years.

For Further particulars and conditions of sale

apply to

S. W. TSO,
Solicitor for the Mortgagee

MR. GEORGE F. LAMBERT,
Auctioneer.

Hongkong, 19th November, 1908. [1587]

CHINA EXPRESS CO.,

3, DUDDELL STREET.

FOR SALE A Quantity of NETTING

for TENNIS COURTS, etc., at less

than half cost.

GOEBEL-SCHWITZ FOCAL PLANE CAMERA,

PHOTO MATERIALS, DIBBES and CHEMICALS.

Hongkong, 5th August, 1908. 1050

HONGKONG ST. ANDREW'S SOCIETY.

ST. ANDREW'S BALL November 30th,

1908, and ONE PRACTICE

DANCE, on WEDNESDAY, 25th November,

from 5 to 7 p.m.

Scotmen (Naval, Military, or Members of the

Civil Community) desiring to Subscribe to the

above are requested to forward their names to the

TO LET

TO LET

FROM 1st MAY

KOWLOON MARINE LOT 49, YAMAT,

Area 35,200 square feet and with 255

feet Sea Frontage. Especially suited for Storage

of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE AND

FINANCE CO., LTD.

Hongkong, 18th January, 1908. 221

TO LET

2 BEACONSFIELD ARCADE, facing

the Tenth Ground.

ORIGIN BYRNE, No. 4, Peak.

NO. 55, ELGIN TERRACE.

BEACONSFIELD ARCADE, Fine Offices

and Dwelling Rooms.

NO. 15, QUEEN'S ROAD CENTRAL.

TOP FLOOR (over Caldwell MacGregor).

OFFICES in Queen's Road Central.

BELLIOS TERRACE HOUSES.

ROBINSON ROAD.

A GODOWN in Duddell Street.

NO. 3, DUDDELL STREET SHOP.

NO. 2, DES VUEX VILLAS (Peak).

Apply to—

LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 3rd November, 1908. 89

TO LET

NOS 17 and 21, SEYMOUR ROAD.

Apply to—

COMPTON'S DEPARTMENT,

Nippon Yusen Kaisha.

Hongkong, 31st July, 1908. 88

TO LET

ONE OFFICE ROOM, Third Floor, New

Praya 2, Opposite Murray Pier.

Apply to—

SCHULDT & CO.

Hongkong, 28th July, 1908. 1013

TO LET

**FROM 1st DECEMBER, 1908, "FUNG-
SHU," 121, PLANTATION ROAD.**

THE PEAK. This House which is admirably

situated and within easy distance of the train,

is fully furnished and contains Drawing and

Dining Rooms, Three Large and One Small

Bedrooms, Dressing and Bath Rooms, Pantry,

Kitchen and Laundry, Servants' Quarters,

Poultry House, Large Vegetable Garden

(planted with English seeds) Flower Garden

and Lawn.

For further particulars apply to—

JOHNSON, STORES & MASTER,

Solicitors.

8, Des Vaux Road Central.

Hongkong, 6th November, 1908. 1536

TO LET

OFFICES in ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,

A. S. Watson & Co., Limited.

Hongkong, 23rd April, 1907. 91

TO LET

COAL YARD Immense Possession

A PORTION OF THE COMPOUND

Marine Lot, No. 42, Wanchai, Praya East.

Apply to—

N. MOY & CO.

Hongkong, 23rd July, 1908. 1342

TO LET

GODOWN, No. 97, PRAYA EAST.

Apply to—

CHATER & MODY,

Victoria Buildings.

Hongkong, 19th October, 1908. 1452

TO LET

A HOUSE in KNOTSFORD TERRACE

KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT AND AGENCY CO., LTD.

Hongkong, 1st November, 1908. 85

TO LET

OFFICES and ROOMS on the 1st and

2nd Floors of No. 14, Des Vaux Road

Central (formerly occupied by Messrs.

SHEWAN TOMES & CO.)

Apply to—

THE COMPADORE DEPARTMENT,

E. B. SASSO

INSURANCE

AASHEN AND MENON FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents.
Hongkong, 5th September, 1906. 114.

NATIONAL GENERAL INSURANCE COMPANY, LTD., OF LONDON.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.
Hongkong, 14th November, 1906. 1566

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO., Agents.
Hongkong, 13th August 1906. 28

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907 £18,114,624.

I. Authorized Capital £3,000,000
Subscribed Capital 2,750,000
Paid-up Capital 687,500 0 0
II. Fire Funds 3,065,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO., Agents.
Hongkong, 21st July, 1906. 1019.

NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FIRE and MARINE RISKS at Current Rates.

CRUZ, BASTO & Co., Agents.
Hongkong, 11th November, 1906. 1548.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have about 4000 cubic feet of Cold Storage available at EAST POINT. Storage will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.
Hongkong 1st April, 1908. 43

SANG MOW.

RATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.
BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive Prompt attention.
59A, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 20th February, 1908. 1401

MITSU BISHI GOSHI KAISHA.

(MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, HOJO, NAMAZUTA, SAYO, SHINNEW, and KAMITAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO, and KIGYO, KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above "IWASAKI" Codes, AI, ABC 5th Ed, Western Union.

AGENCIES—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GRADING & Co.
MANILA: Messrs. MACDONALD & Co.
For Particulars apply to
H. OISHI, Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 7th August, 1906. 1716

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S OLD VAT

PER CASE 12 BOTTLES 1/6

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD AS VAT SINCE 1857.

SCOTCH WHISKY

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO. LTD.

NOTICES TO CONSIGNEES

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"MATOPPO."

Captain Demand, having arrived from the above Port, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Tuesday, the 24th Nov., at 3 P.M.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th Nov. will be subject to rent.

No Fire Insurance will be effected. Bills of Lading will be countersigned by SHEWAN TOMES & CO. General Agents.

Hongkong, 16th November, 1906. 1589

FROM EUROPE.

THE H. A. L. Steamship

"SCANDIA"

Capt. von Döhren, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding the discharge will be landed at Consignees' risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th Nov. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th Nov. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.
Hongkong, 17th November, 1906. 1589

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SIOLIA"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 26th Nov., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HAWETT, Superintendent.
Hongkong, 20th November, 1906. 1

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon and West Point Godowns, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th November, at 9.30 A.M.

All Claims must reach at before the 30th November, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELBOURNE & CO., General Agents.
Hongkong, 30th November, 1906. 5

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"CHINA"

having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 27th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 20th November, 1906. 3

PUCK'S PROMISE.

CABLE JUBILEE—MIRACLES OF TO-DAY.

"I'll put a girdle round about the earth in forty minutes," cried Puck. "It was a mere fairy fancy to Shakespeare. Our day has seen the wildest dream of the poet can be surpassed by the actual achievement of man."

In June, 1906, Lord Kelvin, that modern magician, sent a telegram from Glasgow, which was signalled across ocean and continent, was read in the Antipodes, and flashing round the other half of the world, came back to its sender in four minutes. For that unique message, designed as an illustration of what Lord Kelvin's work has made possible, special arrangements were made by the great submarine telegraph companies, but the ordinary commercial work of the inter-continental cables is hardly less wonderful. New York is more than 3,000 miles away from London. It takes one minute for news to get from Cape Court to Wall Street. The use of the cables is so much a part of the ordinary life of the world that we are apt to forget they are only a creation of yesterday. The whole fabric of science and industry on which the methods of modern commerce and politics rely has been built up in less than fifty years. At the dinner of the Institution of Electrical Engineers last month, reference was made to this year as the fiftieth anniversary of the laying of the first Atlantic cable. It is true that on Aug. 5, 1858, the end of the cable was brought ashore at Valencia. On Aug. 13 the words, "Glory to God in the highest, and on earth, peace, good-will towards men," passed from Europe to America. Butly October 20th the cable had ceased to work. The laying of the first Atlantic cable by Sir Charles Bright was a complete engineering success, and was the earliest demonstration of the possibility of laying a cable in such deep water. It failed for reasons recently explained in these columns. But the impulse was given, and in a few years deeper cables were laid between Aden and Suez, between Malta and Alexandria, and in 1865 England was connected with Bombay. Improved forms of cable were also invented. But over the bed of the Atlantic the wires were literally at rest from 1858 for about eight years, and half a century back from the hour at which the Institution of Electrical Engineers is dining Europe and America were as far apart as if electricity had never been discovered. It was not till 1866 that the Atlantic cable, with improved apparatus and larger experience, again and permanently became an effective instrument in the world's work. Fifty years from to-day the only means of communication between England and America was by letter, and a swift ship then took eleven days steaming from Southampton to New York. Thirteen knots was the speed of the greyhounds of the Atlantic. The Mauritania and the Lorientais at their best will travel almost twice as fast. It would take three weeks at the least to get an answer from your correspondent in New York in fifty years ago.

America was as far from us as are today the untrodden savage regions of Central Asia. New York was almost as remote from London then as Lhasa is now.

50,000 MILES OF CABLE.

To-day you may go to the City cable your instructions to a broker in Wall Street, and in one minute he is carrying them out. In two and a half minutes you may get the reply saying that the transaction has been completed. There is nothing extraordinary about such a speed. No one thinks of calling it a record. It is more routine. The result is that for commercial purposes New York is no further from the City than Hyde Park corner, and the whole structure of international finance is knit together by the cables. Their number would now amaze the timid investors of the fifties, who thought that only one would ever make a profit. The Commercial Cable Company has no less than five, the Anglo-American four, the Western Union two, the Direct one, the Compagnie Française two, and the Deutsche Atlantische two—altogether sixteen lines bind Europe to America. They run from different points, the French cables starting from Brittany, and one or two of the others going via the Azores. But by far the greater number take the sea in the south-west corner of Ireland, and emerge in Nova Scotia or Newfoundland. The length of each individual cable naturally varies. From Ireland to Nova Scotia is about 2,400 miles. To that has to be added the distance from Nova Scotia to New York, some 900 miles. On the whole, each cable of 3,000 miles for each cable will be well within the mark. The amount of capital which has been expended in their construction and maintenance is in practically impossible to ascertain. The early adventures, such large sums in the sea, the only return for which was experience. The cost of laying a cable to-day would be from £20 to £300 a mile, but some of the existing cables have cost much more than that. If we assume, then, that the cost of replacing each cable would be £900,000, following figures, for the Atlantic only, will illustrate the growth of modern submarine telegraphy.

Number of Cables. Total Length. Total Value.

16 50,000 miles £14,400,000

CHATTERING CONTINENTS.

The Atlantic cables, it must be remembered, work over distances extraordinarily great. The difficulties of submarine telegraphy are smallest when the stations are comparatively close together. This is the object of those who have studied about the world's remotest islands, which an examination of the cables reveals. There are no islands in mid-Atlantic, and the message has to run over 2,800 miles of space. This was the greatest distance known to submarine telegraphy, till in 1902, the Pacific cable was laid, with a stretch of 3,451 miles, from Vancouver to Fanning Island. It might be supposed that this vast stretch would mean slow transmission of signals but on that score the world has little cause to complain. In the first place, it must be remembered that each cable can transmit messages in opposite directions at the same moment. The perfection of the modern instrument makes it possible to send 250 letters a minute. Moreover, each message from continent to continent could reach its destination as quickly as telephone messages go to town from the suburbs. Fortunately, perhaps, continents do not chatter to anything like the extent which the cables invite. There are, in fact, four or five hours in the day when practically nothing is transmitted. Even London and New York have quiet times. The difference in time prevents their shopping hours from coinciding, exactly, but for a period both are resting simultaneously, and the cables rest too. The cables' working day begins at nine a.m. Greenwich time, but for some time after that the messages are all on board bound from England, so that the cables are only working to half their capacity. At two p.m. by our time New York wakes up, and then, for four hours, the cables have the busiest time of the day. Some after seven p.m. the messages from London begin to come, and right on till the early morning hours, or about four a.m. America is sending to us. From four to nine in the cables sleep with the two continents. The bulk of the messages are, of course, very brief, consisting chiefly of code instructions on matters

of business. It is probable that no one despatch has ever been of greater length than the despatch of 20,000 words with which the Commercial Cable Company brought to The Daily Telegraph office Mr. Bennett Burleigh's account of the great battle of Liao Yang. That message was sent across America on the wires of the Canadian Pacific Railway. It came under the Atlantic in the Commercial Cable Company's cable, and from their station at Waterville was telegraphed direct into The Daily Telegraph office in Fleet Street.

SPEED WORK.

The swiftness with which the host of daily Stock Exchange messages are dealt with has already been pointed out. To lose no time in communicating the wishes of bulls and bears, the wires run direct from the London Stock Exchange to the West of London, and the message is thence transmitted without a break to Wall Street. One minute for transmission, two to get a reply is too common a record to be worth advertising. The use of the cable in newspaper enterprise is perhaps even more remarkable. The cable of the Commercial Cable Company runs into New York without the intervention of land wires. On this side a special wire connects The Daily Telegraph office with Waterville, where the cable takes the water. Messages, therefore, are received from New York to Fleet Street with only one point of re-transmission. The effect is, to make it so easy to speak with New York as with a neighbour. Perhaps the most striking example of what can be done by this arrangement occurred on Nov. 30, 1906. Then a despatch of seventy-nine words was telephoned from an opera house in New York to the Commercial Cable Company's office there for transmission to The Daily Telegraph. Our Correspondent telephoned at 8.35 p.m. American time (1.35 a.m. English). In four minutes—that is, by 1.40 a.m.—every word had been received in The Daily Telegraph Office, over 3,000 miles away. Another example of quick work is practically annual in the match between the City of London and the Brooklyn Chess Clubs. For that engagement the Commercial Cable Company makes special arrangements, carrying wires into the rooms on each side in which the matches are being played. Frequently a move has been telegraphed and the reply received in two minutes.

CUTTING THE COMMUNICATIONS.

Despite all the excellence of modern cable working, the resources of science have not yet contrived to preserve it from all possibility of interruption. The simplest cause, which proved very discouraging to the pioneers, is actual breaking of the cable. In the early days the cable had a fancy for breaking with little or no provocation. But mechanical improvements have been so great that now, if a cable does break, it is because some agency has been dealing with it roughly. That particular agency is generally a steam trawler. There has of late been an epidemic of breakages on the Irish shore, for which the trawlers are blamed, and an inter-departmental committee is sitting to consider the question. The second common cause of cable failure is the depredations of the teredo, a small worm, which seems to have been created for the purpose of annoying cable companies. Its most serious aim in life is to burrow into the insulating material of submarine cables. When it penetrates as far as the copper core, the insulation is broken and the cable the less. The teredo is not such a pest to the American cables as to those in warmer water, but in the Bay of Biscay it does a considerable amount of damage. Either of these two disasters, breakage or a teredo flaw, renders the cable useless till the fault has been located and repaired by the cable ship, an operation which must always be tedious, and may be prolonged over days. The third cause of interruption is, happily, not so serious. It consists in magnetic storms—those electrical disturbances the cause of which no one has yet discovered, but which are commonly found coincident with great eruptions on the sun's surface, and with the appearance of the Aurora displays, those "Northern Lights" which have been frequent during the past summer. When one of these magnetic tempests comes on there is nothing for it but to disconnect cable and instruments and wait till calm prevails. The disturbance of electrical currents would not merely make it impossible to transmit legible signals, but would destroy the delicate apparatus used to record the faint current which reaches the receiving end of the submarine wire.

FUTURE DEVELOPMENTS.

Those who best understand the perfection to which modern science has brought submarine telegraphy are not inclined to anticipate any vast developments in the future. The speed with which cables can be worked is already as great as commercial and practical needs are ever likely to require. One point in which improvement is perhaps possible is in the transmission from land wire to cable. At present every change from land to submarine work means that the message must be read off and re-despatched. Presumably some invention will make the re-transmission automatic, without the need for a human operator, and so simplify working. Will the cables ever be used for telephony? Shall we ever speak to our friends in New York as we do to Paris? It seems that the answer to that question must be commercial. We may easily imagine that science will some day make the faint submarine current sufficient for the telephone. But how can submarine telephony pay? How often could a man afford to buy the sole use of a cable for several minutes? The answer, by cable, say the experienced, is no business. But, after all, if we may not be able to talk by cable, submarine telephony has miracles enough. Thousands of fathoms below the surface waves, the thoughts of men beat to and fro. In utter darkness, over the great grey level plains of ocean, where life moves only in shapeless, white blind creatures, the loves and hates, the grief and pity, the joy and the despair of men move, passionate and eager to accomplishment.

THE OLDEST MAN IN THE WORLD.

Every now and then a Methuselah crops up in some part of the Russian Empire. This time an old soldier named Andrei Nikolschewitch Schmidt comes forward with a remarkable record of longevity. A few days ago Schmidt arrived at Moscow, his way to Warsaw to be present at the jubilee banquet of the King of Wurtemberg's 1st Dragoons, and on the day of his arrival he attained the age of 156 years. To prove his age, Schmidt produced to the police his army papers showing that he left the army with the rank of sergeant-major, that he was born at Szarany, in the Kono government, on September 5, 1772; that he belonged to the Orthodox Church, and could read and write, and was a widower; and that on August 5, 1796, he had been enrolled in the Royal Battalion. The veteran has a wonderful record as a soldier, and in 1837 he was discharged from the army for weakness with a pension of £122. He has never smoked tobacco nor drunk spirits, but he has only one son left in the Turkish army. He has a wonderful memory, and recalls the days when the Russian troops appeared on parade wearing shoes made of bast or the inner bark of trees, and when there were no roads. Schmidt lives at Tiflis, in the Trans-Caucasus. The veteran wears twelve medals and orders for his distinguished conduct in the field.

"COME DOWN TO DEVONSHIRE."

THE "A COUNTRY GIRL."

HONGKONG A. D. C.

DECEMBER 2, 3, 4, 5, 7, 8.

Plan at ROBINSON PIANO CO.

Open 25th November, at 10 A.M.

Hongkong, 24th November, 1906. 1575

PREMIUM BONDS

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from 240 to 240,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Installments ranging from 15s to £20.

Write for Handbook, sent post free.

MELVILLE, GILLY & Co., Bankers, 9, Rue de la Bourse, PARIS (France).

THE MITSUBUSSI KAISHA

SOLE AGENTS.

TO BE OBTAINED EVERYWHERE.

DRINK

"ASAHI" & "SAPPORO" BEER

TRADEMARKS IN KOREA AND CHINA.

Our readers, says the Japan Mail, will have observed that, according to the telegrams, Sir Edward Grey, replying to a question in the House of Commons, said that he expected very shortly to see an entirely satisfactory arrangement completed with Japan for the purpose of protecting British patents and trademarks in Korea. The Chiao-Shenchen now alleges that there is a troublesome obstacle in the way. It concerns the old question of extrajurisdiction. In the Convention recently concluded between Japan and the United States with the same purpose, it was stipulated that the duty of enforcing the regulations with regard to patents and trademarks should devolve upon the Japanese Residency in Korea; in other words, that the United States should leave these judicial matters in the hands of the Japanese, just as they would be left in the hands of the British authorities if India were the scene. Our contemporary states, however, that Downing Street shows some reluctance to endorse this procedure, and thus the whole problem is hung up not only as regards Korea but also as regards China.

Meanwhile Mr. Okuma, Vice-Minister of Agriculture and Commerce, has issued a significant instruction. He says that, owing to the fierceness which competition has developed in matters of trade and industry, merchants think only of getting the better of one another, and manufacturers do not scruple to have recourse to adulteration and to abuse of patents and trademarks. As to this last point, numerous complaints have been received from foreigners who have suffered from such abuses. These complaints may not have been invariably well founded, but many of them are certainly just. The Department of Agriculture and Commerce does everything in its power to check the abuses, but its resources for that purpose are necessarily limited, and the situation can not be thoroughly corrected unless merchants and manufacturers recognise that there is a moral code binding upon them as upon all members of the community, and that trade and industrial prosperity can never be really achieved or the nation's reputation really enhanced unless honest routes are followed by tradesfolk of all kinds. The Vice-Minister concludes by inviting the co-operation of those to whom his advice is directly addressed.

MARTIN'S APOL & STEEL

These tiny Capsules—superior to Crabs, Cubes, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

SANTAL MIDY

FOR DISEASES OF THE CHEST.

GRIMAULT'S SYRUP

OF HYPO-PROSPITE OF LIME.

Prescribed in France for the last 30 years. It is the most effective remedy for Consumption, Obstructive Coughs, COLIC, DIARRHOEA OF THE CHILDREN, LUNGS, AND BRONCHIAL TUBES.

RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Treasury Approximate Averages for 34 Years.

Printed 1874 to 1907.

Price: 2s. 6d. On sale at the "DAILY PRESS" Office, or Local Booksellers.

SHIPPING.

ARRIVALS.
CARDIGANSHIRE, British str., 2,623, W. O. Tyne, 23rd Nov.—London 1st October.
General—Shewan, Thomas & Co.
CHITZEN, Chinese str., 1,171, C. Stewart, 23rd Nov.—Shanghai 19th Nov., General—Chinese.
DUMBA, French str., 3,219, F. Boyer, 23rd Nov.—Marseilles 24th Oct. Mails and General—Messageries Maritimes.
FOOKSANG, British str., 1,987, T. S. Mitchell, 23rd Nov.—Mojito 18th Nov. General—Jardine, Matheson & Co.
FOOSHING, British str., 23rd Nov.—Canton.
KANAGAWA MARU, Japanese str., 3,325, N. Ohno, 23rd Nov.—Shanghai 20th Nov., General—Nippon Yusen Kaisha.
KIUKIANG, British str., 1,228, Robertson, 23rd Nov.—Chefoo 17th November. General and Beans—Butterfield & Swire.
ONSANG, British str., 1,787, Houghton, 23rd Nov.—Mojito 17th Nov., Coal—Jardine, Matheson & Co.
SIBERIA, American str., 5,655, A. Dixon, 23rd Nov.—San Francisco 27th Oct. Mails and General—Pacific Mail S.S. Co.
TRIMAH, Dutch str., 2,407, J. Honman, 23rd Nov.—Amoy 22nd Nov., General—Java-China-Japan Line.
TOURANE, French str., 3,104, J. Lancelin, 23rd Nov.—Yokohama 14th November, General—M. M.
YATSHING, British str., 1,424, M. Courtney, 23rd Nov.—Chefoo 16th and Weihaiwei 18th Nov., General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 23rd November.
Bremer, British str., for New York.
Changsha, British str., for Manila.
China, Australian str., for Singapore.
Huayang, British str., for Swatow.
Kiukiang, British str., for Canton.
Sabine Rickmers, Dutch str., for Tamsui.
Tuscarora, British str., for Mojito.

DEPARTURES.

23rd November.
AMARA, British str., for Hongkong.
IYO MARU, Japanese str., for Seattle.
KWANGSANG, British str., for Canton.
SHAOHSING, British str., for Shanghai.

VESSELS IN DOCK.

November 23rd.
ABERDEEN DOCK—
Kowloon Dock—*Usher, Courtfield, Dan-Teh, Haiman, H.M.S. Whiting, H.M.S. Kent.*
COSMOPOLITAN DOCK—*Typhoon.*

VESSELS ON THE BERTH



AUSTRIAN LLOYD STEAM NAVIGATION COMPANY.

STEAM FOR
TRIESTE (DIRECT),
Call at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUEZ and PORT SAID.
 Taking cargo at through rates to the BRAZIL to Rio de Janeiro, Santos, Bahia, Valparaiso, and other ports.
 THE Company's Steamship

"CHINA."
 Capt. Berggall, will be despatched as above TO DAY, the 24th Nov., at Noon.
 This steamer has splendid accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight apply to
SANDER, WIELER & Co.
 Agents,
 Princes' Buildings,
 Hongkong, 23rd November, 1908.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BRAZIL, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"OCEANA."
 Captain T. H. Hilde, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 28th November, at Noon, taking passengers and cargo for the above ports in connection with the Company's str. "MOLDAVIA," 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "OCEANA," due in London on the 9th January, 1909.
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
E. A. HEWETT,
 Superintendent,
 Hongkong, 16th November, 1908.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM."
 Captain St. John George, will be despatched as above on THURSDAY, the 10th December, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Passage apply to
GIBB, LIVINGSTON & Co.,
 Agents,
 Hongkong, 20th November, 1908, 1598

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blakes Pier. 3. From Blakes Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL.	COBANA	Brit. str.	—	T. H. Hilde, R.N.R.	P. & O. S. N. Co.	On 28th inst., at Noon
LONDON, HAMBURG & ANTWERP	DENBIGHSHIRE	Brit. str.	—	A. G. Unbitt, R.N.R.	SHAW, WATSON & Co.	About 30th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI	Brit. str.	—	Sachs	P. & O. S. N. Co.	On 2nd Dec.
HAYRE, BREMEN & HAMBURG, &c.	SEGOVIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERICA LINE	On 8th Dec.
HAYRE, ROTTERDAM & HAMBURG, &c.	SCANDIA	Ger. str.	k.w.	Lancelin	HAMBURG-AMERICA LINE	On 22nd Dec.
MARSEILLES, &c., VIA PORTS OF CALL.	TOURANE	Fr. str.	—	N. Ohno	MESSAGERIES MARITIMES	To-day, at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KANAGAWA MARU	Jap. str.	—	Brehmer	NIPPON YUSEN KAISHA	To-morrow, at Daylight
MARSEILLES, HAYRE & HAMBURG, &c.	SAVATA MARU	Jap. str.	—	T. Munk	HAMBURG-AMERICA LINE	On 4th Dec.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SIAM	Dan. str.	—	F. v. Blaser	MELCHERS & Co.	On 9th Dec., at 11 P.M.
MARSEILLES, HAYRE & HAMBURG, &c.	PRINCE LUDWIG	Ger. str.	—	Berggall	SANDER, WIELER & Co.	On 2nd Dec., at Noon
NAPLES, GENOA, ALGIER, GIBRALTAR &c.	CHINA	Ans. str.	—	McDonnell	DODWELL & CO. LTD.	About 1st Dec.
NEW YORK	WEAY CASTLE	Brit. str.	—	—	—	—
BOSTON & NEW YORK	TIDOR PRINCE	Am. str.	—	—	—	—
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2m.	—	—	—
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGUE	Brit. str.	1m.	—	—	—
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	IYO MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KAGA MARU	Jap. str.	—	G. S. Lapack	NIPPON YUSEN KAISHA	On 24th Dec., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KUMBERG	Brit. str.	—	F. S. Cowley	DODWELL & CO. LTD.	On 8th Dec., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1m.	G. W. Eddy	BUTTERFIELD & SWIRE	To-day, at Noon
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Bekina	NIPPON YUSEN KAISHA	On 27th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	MANILA	Ger. str.	—	J. Minssen	MELCHERS & Co.	On 3rd Dec., at 5 P.M.
AUSTRALIAN PORTS VIA PORT DARWIN	ALDENHAM	Brit. str.	—	St. John George	GIBB, LIVINGSTON & Co.	On 10th Dec., at Noon
AUSTRALIAN PORTS VIA MANILA	HIKKA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 24th Dec., at Noon
KOBE & YOKOHAMA	BINGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 25th inst., at 11 P.M.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	To-morrow, at Noon
JAPAN	TYLWONG	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch
CHINGWANGTAO, JAPAN, AMERICA, &c.	CORSA	Frans. str.	—	—	—	—
SHANGHAI	TUNGKING	Brit. str.	—	—	—	—
SHANGHAI VIA SWATOW	FOOSHING	Brit. str.	—	—	JARDINE, MATHESON & Co. LD.	On 16th Dec., at 4 P.M.
SHANGHAI & KOBE	YAKASAKI MARU	Jap. str.	—	T. Mooker	JARDINE, MATHESON & Co. LD.	To-day, at Noon
SHANGHAI	DEYANA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	About 26th inst.
SHANGHAI VIA NINGPO	KWONGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co. LD.	On 27th inst., at Noon
SHANGHAI, YOKOHAMA & KOBE	YATSHING	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co. LD.	On 28th inst., at Noon
SHANGHAI, YOKOHAMA & KOBE	SIAM	Dan. str.	—	—	MELCHERS & Co.	On 20th inst.
SHANGHAI, YOKOHAMA & KOBE	BUELOW	Ger. str.	—	H. Formes	MELCHERS & Co.	About 2nd Dec.
SHANGHAI, YOKOHAMA & KOBE	BUJUS MARU	Jap. str.	—	Y. Fushio	ORIENTAL STEAMSHIP	On 3rd Dec., at 8 A.M.
SHANGHAI, YOKOHAMA & KOBE	ISTRIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 5th Dec.
SHANGHAI, YOKOHAMA & KOBE	NILU	Brit. str.	—	E. P. Martin	P. & O. S. N. Co.	About 6th Dec.
SHANGHAI, YOKOHAMA & KOBE	KERNET SIMONS	Frans. str.	—	Girard	MESSAGERIES MARITIMES	On 14th Dec., at Noon
SHANGHAI, YOKOHAMA & KOBE	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co. LD.	On 17th Dec.
SHANGHAI, YOKOHAMA & KOBE	PAROLONA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	Quick despatch
SHANGHAI, YOKOHAMA & KOBE	TRIPARA	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	To-morrow, at 8 A.M.
SHANGHAI, YOKOHAMA & KOBE	SHOSHU MARU	Jap. str.	—	Y. Katsuraki	ORIENTAL STEAMSHIP	On 19th inst., at 10 A.M.
SHANGHAI, YOKOHAMA & KOBE	JOHIN MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	KWANTUNG	Brit. str.	1m.	Dowson	DOUGLAS LARPAK & Co.	On 16th Dec., at Noon
SHANGHAI, YOKOHAMA & KOBE	HAIFAN	Brit. str.	2 h.	Hodgins	DOUGLAS LARPAK & Co.	On 27th inst., at Noon
SHANGHAI, YOKOHAMA & KOBE	HAIFAN	Brit. str.	2 h.	J. E. Roach	DOUGLAS LARPAK & Co.	On 27th inst., at Noon
SHANGHAI, YOKOHAMA & KOBE	CHIEHU	Brit. str.	1 m.	J. Warrack	BUTTERFIELD & SWIRE	To-morrow, at 9 A.M.
SHANGHAI, YOKOHAMA & KOBE	TAMING	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	YUNGANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co. LD.	On 27th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	RUH	Brit. str.	—	R. W. Almond	SHAW, WATSON & Co.	On 28th inst., at Noon
SHANGHAI, YOKOHAMA & KOBE	LOOKSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co. LD.	On 4th Dec., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	ZAYTO	Brit. str.	—	R. Reiger	SHAW, WATSON & Co.	On 5th Dec., at Noon
SHANGHAI, YOKOHAMA & KOBE	SUNGANG	Brit. str.	1 m.	G. H. Pennefather	BUTTERFIELD & SWIRE	On 1st Dec., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	BORNEO	Ger. str.	—	F. Semblil	JARDINE, MATHESON & Co. LD.	To-day, at 9 A.M.
SHANGHAI, YOKOHAMA & KOBE	FOOKSANG	Brit. str.	—	—	—	Quick despatch
SHANGHAI, YOKOHAMA & KOBE	TRIMAH	Dut. str.	—	de Bruggen	JAVA-CHINA-JAPAN LINE	—

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BOBNEO" Capt. F. SENEHILL	Tuesday, 24th Nov., 9 A.M.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ LUDWIG" Capt. v. BLASER	Wed., 2nd Dec., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"BUELOW" Capt. H. FORMES	About Wed., 2nd December.
MANILA, YAP, NEW GUINEA, KUDAT & SANDAKAN, SINGAPORE, PENANG & CALCUTTA, BATAVIA, CHERIBON, SAMARANG, &c.	"MANILA" Capt. J. MINNSEN	Thursday, 3rd Dec., at 5 P.M.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELOCHERS & CO.,
 GENERAL AGENTS, HONGKONG & CHINA.
 Hongkong, 21st November, 1908.

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
 Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
RUMERTIC	6,232	F. S. Cowley	On 17th December.
INVERIC	4,789	J. Boyd	On 14th January, 09
BOVERIC	4,445	Mathie	On 11th Febr., 09

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.
PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to—
DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS,
 Hongkong, 20th October, 1908.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
MARSEILLES VIA PORTS	"TOURANE" Capt. Lancelin	On 24th Nov., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 7th Dec., P.M.
MARSEILLES VIA PORTS	"ARMAND BEHIC" Capt. Gijonnet	On 8th Dec., 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—
P. NALIN, ACTING AGENT,
 Queen's Building,
 Hongkong, 21st November, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific to the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel, 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000 SATURDAY, 28th Nov.	19th Dec.
"MONTEAGLE"	6,163 WEDNESDAY, 9th Dec.	2nd Jan. 09
"EMPERESS OF INDIA"	6,000 SATURDAY, 19th Dec.	8th Jan. 09
"EMPERESS OF JAPAN"	6,000 SATURDAY, 16th Jan.	5th Febr. 09
"EMPERESS OF CHINA"	6,000 SATURDAY, 15th Febr.	5th March 09
"MONTEAGLE"	6,163 TUESDAY, 2nd March	26th March 09

"EMPERESS" Steamships will depart from HONGKONG at 4 P.M. S.S. "MONTEAGLE" and "GLENFARG" at 12 Noon.
 S.S. "GLENFARG" is a Freighter only and does not carry Passengers.
 The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71 10s.
 Intermediate on Steamers £40
 and 1st Class Railway £42

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya, opposite Blakes Pier.

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS LIMITED.
 FOR LONDON HAMBURG AND ANTWERP.

THE Steamship

"DENBIGHSHIRE,"
 will be despatched for the above Ports on or about the 30th November, 1908.
 For Freight and Passage, apply to—
SHAW, WATSON & Co.,
 Agents,
 Hongkong, 30th October, 1908. 1508

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALACCA (COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK
 S.S. "WHAY CASTLE" About 1st Dec.
 For Freight and further information, apply to—
DODWELL & CO. LD.,
 Agents,
 Hongkong, 4th November, 1908. 1598

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship

"TUDOR PRINCE,"
 Capt. McDonnell, will be despatched for the above Ports on or about SATURDAY, the 12th December, 1908.
 For Freight apply to—
ARNOLD KARBBERG & Co.,
 Agents,
 Hongkong, 12th November, 1908. 1557



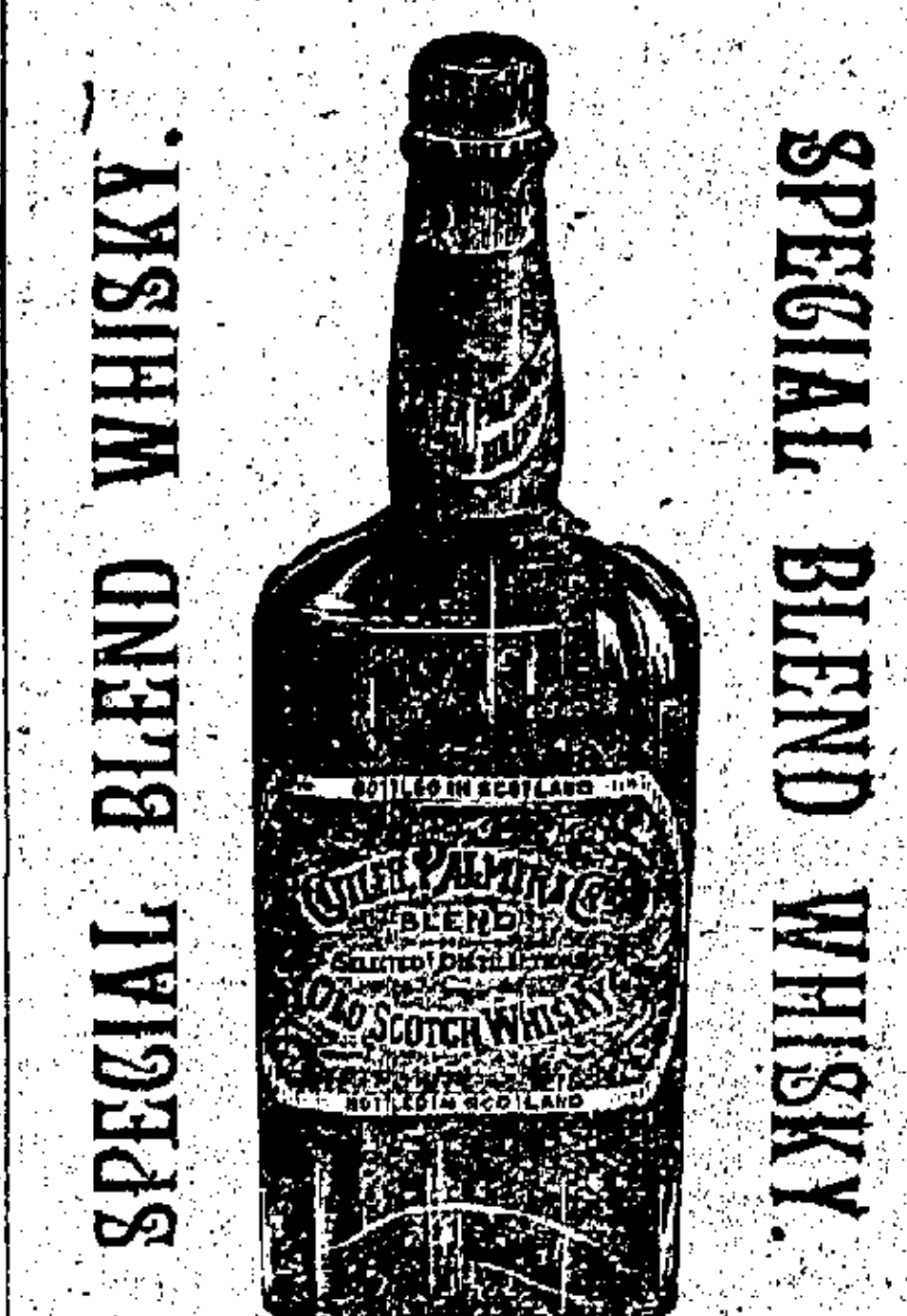
MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK"
 A.I., A.B.C., and Engineering Code Used
 NEW DOCK NOW OPEN.

DOCK No. 3.	DOCK No. 1.	DOCK No. 2.
Extreme Length... 722 feet.	Extreme Length... 523 feet.	Extreme Length... 371 feet.
Length on Blocks... 714 "	Length on Blocks... 513 "	Length on Blocks... 350 "
Width of Entrance on Top... 86 "	Width of Entrance on Top... 88 "	Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 82 "	Width of Entrance on Bottom... 77 "	Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 34 "	Water on Blocks at Spring Tide... 64 "	Water on Blocks at Spring Tide... 22 "

PATENT SLIP.
 Suitable for vessels up to 1,000.
 THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.
 A LARGE STOCK of MATERIALS is always kept on hand.
 The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES, equipped with necessary gear, always ready Short Notice. 1508

Cutler, Palmer & Co.'s



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Cutler, Palmer & Co., London.
 AGENTS
SIEMSEN & CO.,
 HONGKONG

ON SALE.

THE FIFTY YEARS ANGIO-CHINESE CALENDAR

日曆英中十年十五
 FROM 1st JANUARY, 1864 to 31st DECEMBER, 1913, BEING FROM THE 1st YEAR OF THE 70th CYCLE to the 50th YEAR OF THE 78th CYCLE THAT IS THE 3rd YEAR OF TUNG CHI TO THE 38th YEAR OF KWONG SUI.

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 The Book will be sent by Registered Post free to any part of the World unrepresented by Agents on receipt of Money Order.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	About 26th Nov.	Freight and Passage.
LONDON via USUAL PORTS	OCEANA	Noon, 28th Nov.	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO	SOMALI	On 2nd Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NILE	About 6th Dec.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT
Superintendent.

Hongkong, 23rd November, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"KWEIYANG"	On 24th Nov., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAISNE, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAKING"	On 24th Nov., 4 P.M.
MANILA and HAIKONG	"CHEIKH"	On 25th Nov., 9 A.M.
CEBU and ILOILO	"SUNGKIANG"	On 1st Dec., 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND TAMPARON.

For Freight or Passage apply to—
Hongkong, 24th November, 1908.BUTTERFIELD & SWIRE,
AGENTS.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR Marseilles, HAVRE & HAMBURG:
S.S. ISTRIA ... 5th Dec.	S.S. SITHONIA ... 4th Dec.
S.S. BARCELONA ... 17th Dec.	FOR HAVRE, BREMEN & HAMBURG:
S.S. ANDALUSIA ... 27th Dec.	S.S. SEGOLIA ... 8th Dec.
S.S. SAXONIA ... 9th Jan., 09	FOR HAVRE, ROTTERDAM & HAMBURG:
	S.S. SCANDIA ... 22nd Dec.

Further Particulars, apply to—
Hongkong, 14th November, 1908.HAMBURG-AMERIKA LINIE,
Hongkong Office.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"FOOSHING"	Tuesday, 24th Nov., Noon.
SHANGHAI	"YUNSHING"	Wednesday, 25th Nov., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KWOONGSANG"	Friday, 27th Nov., Noon.
MANILA	"YUEHSANG"	Friday, 27th Nov., 4 P.M.
SHANGHAI via NINGPO	"YATSHING"	Saturday, 28th Nov., Noon.
MANILA	"LOONGSANG"	Friday, 4th Dec., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Wednesday, 16th Nov., Noon.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "NAMSANG" and "KORSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 7 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Caisles, Tientsin and Newchwang.

Telephone No. 61

For Freight or Passage, apply to: JARDINE, MATHESON & CO., LTD.,
Hongkong, 24th November, 1908.

GENERAL MANAGERS.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
and FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE STEAMERS	LEAVING
AMOI via SWATOW ("SHOSHU MARU")	Cap. T. H. H. H. H.	Wednesday, 25th Nov., at 8 A.M.
TAMUI via SWATOW ("JOSHIN MARU")	Cap. T. K. K. K.	Sunday, 29th Nov., at 10 A.M.
SHANGHAI via SWATOW ("HUIJUN MARU")	Cap. T. F. F. F.	Thursday, 3rd Dec., at 8 A.M.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 24th November, 1908.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.

THE Co.'s Newly Built Passenger Steamer
"HIRANO MARU."

(Sister ship to the well-known "KAMO MARU") tons 9,000 gross reg., Captain H. Fraser, will be despatched as above on WEDNESDAY, the 30th DECEMBER, at Daylight.

Every known comfort provided on board for travellers. First-class staterooms amidships comprising ordinary Two-Berth Cabins, Single-Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewardess. Unexcelled service.

Cheapest passage rates to Europe and around-the-world.

For further particulars apply to—

NIPPON YUSEN KAISHA.

Hongkong, 24th November, 1908.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	KANAGAWA MARU Cap. N. Ohno Tons 6187	WEDNESDAY, 25th Nov., at Daylight
VIETORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, SYDNEY and MELBOURNE	HAKATA MARU Cap. T. Murai Tons 6181	WEDNESDAY, 26th Dec., at Daylight
ISLAND, TOWNSVILLE, NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Cap. G. S. Isgrak Tons 6301	TUESDAY, 24th Nov., at Noon
SHANGHAI and KOBE	YAWATA MARU Cap. T. Sakai Tons 3817	TUESDAY, 24th Nov., at Noon
KOBE and YOKOHAMA	NIKKO MARU Cap. A. E. Moses Tons 5539	THURSDAY, 26th Nov., at Noon
	NIKKO MARU Cap. A. E. Moses Tons 5539	WEDNESDAY, 25th Nov., at Noon
	TAKASAKI MARU Cap. A. Mosher Tons 4370	THURSDAY, 26th Nov., at Noon
	BINGO MARU Cap. A. Christensen Tons 6247	SATURDAY, 28th Nov., at Daylight

* Omitting Yokohama.

* Fitted with Marconi's System of Wireless Telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

MANAGER.

Hongkong 23rd November, 1908.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	29th November.
MARSEILLES, HAVRE and COPENHAGEN	"SIAM"	End of December.

For Further Particulars, apply to

MELOERS & CO.

Hongkong, 12th November, 1908.

AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 28th Nov., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 5th Dec., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 23rd November, 1908.

CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Changhai, Peking, Tientsin, Kobe, Yokohama, Genoa to Hongkong in 30 DAYS.

NAUDES to Hongkong in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC—Victoria (B.C.), Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland Passengers to Overland and Europe via Vancouver.

Yokohama to Vancouver 13 Days.

Yokohama to London and Paris 27 Days.

HOMeward via MAGELLAN STRAITS—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

— CORSE ... 26th Nov. ... AMIRAL MAGON ... 4th March 09

— AMIRAL DUPRE ... 11th Jan. 09

— New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth cabins.

† Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 12th November, 1908.

PENINSULAR & ORIENTAL STEAM NAVIGATION COY.

S.S. "MACEDONIA,"

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

This THROUGH MAIL STEAMER for Marseilles and London via Bombay will leave Hongkong on MARCH 20th, 1909, staying at Bombay 24 hours only and is due to arrive at—

MARSEILLES APRIL 17th.
LONDON APRIL 24th.

FARES TO LONDON:—

1st Saloon £71.10 Single £106.14 Return.
2nd " £48.8 " £72.12

For further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT.
[1600]

Hongkong, 24th November, 1908.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS FOR LEAVING.

"HAIYANG"	SWATOW, AMOI & FOOCHOW.	TUESDAY, 24th Nov., at Noon.
"HAIYAN"	SWATOW, AMOI & FOOCHOW.	FRIDAY, 27th Nov., at Noon.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 23rd November, 1908.

1579

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE
BETWEEN
CHINA AND EUROPE VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORU MARU" (2,377 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Leste).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Kwantung (in connection with Siberian Express train at Harbin) by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co. (This Service is available after October 28th, 1908)

BRANCH RAILWAY LINES:

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.

YINGKOU LINE—For Yingkou (Newchwang), 2 hours from Tashihohia Junction.

FUSHUN LINE—For the famous Fushun Collieries from Sachalin Junction.

ANTUNG-HAIEN LINE—A light railway from Mukden to Antung-Haien connecting with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTELS (Tel. Ad. "YAMATO").
At DAIREN (DALNY), PORT ARTHUR and CHANGCHUN (KWANGCHENG TZU), and also very shortly at MUKDEN, all managed by the Company and provided with every convenience, luxury, and comfort.SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Ad. "MANTRU." Codes: A.B.C., 5th Ed., A.I. and Lieber's. 1203

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VOGES ROAD,
HONGKONG.Japan Office:
14, WATER STREET,
YOKOHAMA.

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST ... \$10.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD, with Maps and Illustrations ... \$1.90
CHILDREN OF FAR CATHAY: A Social and Political Novel, by C. J. H. ... 3.50	HONGKONG WEEKLY PRESS, half yearly vol. bound ... 7.50
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891 ... 1.00	FIFTY YEARS ANGLICAN-CHINESE CALENDAR, 1894 to 1913 ... 2.00
THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account ... 0.50	RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1907 ... 2.00
TEMPORARY MINING REGULATIONS IN CHINA ... 0.50	BOMBAY RATES OF EXCHANGE AT HONGKONG English Mail Days 1894 to 1906 ... 1.00
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA ... 0.50	COLLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcomb ... 2.00
HONGKONG HANDBOOK REPORT OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually ... 4.00	SKETCH OF THE WEST RIVER ... 0.25
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Lady with Relief Column ... 1.00	PLAN OF VICTORIA ... 1.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh ... 1.00	" " KOWLOON ... 0.75
POLITICAL OBSTACLES TO HONGKONG SUCCESSION IN CHINA ... 0.25	" " PEAK ... 0.75
TRADE MARK REGULATIONS IN CHINA ... 0.25	" " NEW TERRITORY ... 0.75
	" " CANTON ... 0.50
	POWER OF ATTORNEY FORM ... 5.30
	MAIL TABLES for 1908 ... 0.50 & 0.20

POST OFFICE NOTICE

In accordance with instructions received from the American Postal authorities for the present the weight limit on parcels to America by the direct route has been altered from 1 lb. to its old limit 4 lbs. 6 oz.

Approximate times of sailing mails at Shanghai via Delat and Siberia.

27th November... at 11.30 a.m.
3rd December... at 5.30 p.m.
11th December... at 11.00 a.m.

The *Devonia*, with the English mail, left Singapore on Saturday, the 21st instant, at 8.30 a.m. and may be expected here on or about Thursday, the 26th instant, at noon. This packet brings replies to letters despatched from Hongkong on the 23rd September, and the parcel mails closed in London for despatch by the above route on the 21st October, and for despatch overland on the 23rd October.

FOR	DATE
Kuait and Sandakan	Tuesday, 24th, 8.00 A.M.
Singapore	Tuesday, 24th, 8.00 A.M.
Shanghai	Tuesday, 24th, 10.00 A.M.
Pakhoi and Haiphong	Tuesday, 24th, 10.00 A.M.
Singapore, Penang and Calcutta	Tuesday, 24th, 10.00 A.M.
Swatow, Amoy and Fuzhou	Tuesday, 24th, 10.00 A.M.
Shanghai, Amoy, Kobe, Yokohama, Victoria and Seattle	Tuesday, 24th, 10.00 A.M.

EUROPE, &c., INDIA VIA TATTOONIA.

Letters 11.00 A.M. to Noon. Extra postage 10 cents.

Letters posted in all the Pillar Boxes (in time for the first clearance will be included in this contract mail).

Quang Chow Wai	Tuesday, 24th, 11.00 A.M.
Macao	Tuesday, 24th, 11.00 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cokkora, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, N. Zealand, Melbourne, Adelaide, Perth and Fremantle	Tuesday, 24th, 11.00 A.M.
Manila, Thursday Island, Cokkora, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, N. Zealand, Melbourne, Adelaide, Perth and Fremantle	Tuesday, 24th, 11.00 A.M.
Manila, Thursday Island, Cokkora, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, N. Zealand, Melbourne, Adelaide, Perth and Fremantle	Tuesday, 24th, 11.00 A.M.
Manila, Thursday Island, Cokkora, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, N. Zealand, Melbourne, Adelaide, Perth and Fremantle	Tuesday, 24th, 11.00 A.M.
Manila, Thursday Island, Cokkora, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, N. Zealand, Melbourne, Adelaide, Perth and Fremantle	Tuesday, 24th, 11.00 A.M.
Manila, Thursday Island, Cokkora, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, N. Zealand, Melbourne, Adelaide, Perth and Fremantle	Tuesday, 24th, 11.00 A.M.
Manila, Thursday Island, Cokkora, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, N. Zealand, Melbourne, Adelaide, Perth and Fremantle	Tuesday, 24th, 11.00 A.M.
Manila, Thursday Island, Cokkora, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, N. Zealand, Melbourne, Adelaide, Perth and Fremantle	Tuesday, 24th, 11.00 A.M.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO.

(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Batavia, Cheribon, Samarang, Soerabaya and Macassar	Tuesday, 24th, 11.00 A.M.
Manila	Tuesday, 24th, 11.00 A.M.
Singapore and Shanghai	Tuesday, 24th, 11.00 A.M.
EUROPE, &c., INDIA VIA TATTOONIA.	Tuesday, 24th, 11.00 A.M.
Letters 11.00 A.M. to Noon Extra postage 10 cents.	Tuesday, 24th, 11.00 A.M.
Letters posted in all the Pillar Boxes (in time for the first clearance will be included in this contract mail).	Tuesday, 24th, 11.00 A.M.
The Parcel mail will be closed on Friday, the 27th inst., at 5 p.m.	Tuesday, 24th, 11.00 A.M.
Macao	Tuesday, 24th, 11.00 A.M.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO.

(Will take letters to EUROPE marked VIA SIBERIA.)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Cebu and Iloilo	Tuesday, 24th, 11.00 A.M.
EUROPE, &c., INDIA VIA TATTOONIA.	Tuesday, 24th, 11.00 A.M.
Letters 11.00 A.M. to Noon Extra postage 10 cents.	Tuesday, 24th, 11.00 A.M.
Letters posted in all the Pillar Boxes (in time for the first clearance will be included in this contract mail).	Tuesday, 24th, 11.00 A.M.
The Parcel mail will be closed on Friday, the 27th inst., at 5 p.m.	Tuesday, 24th, 11.00 A.M.
Macao	Tuesday, 24th, 11.00 A.M.

Manila, Yap, Friedrich Wilhelmshafen, Singapore, Hongkong, Malacca, Penang, Sydney and Melbourne	Tuesday, 24th, 11.00 A.M.
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO.	Tuesday, 24th, 11.00 A.M.
(Will take letters to EUROPE marked VIA SIBERIA.)	Tuesday, 24th, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)	Tuesday, 24th, 11.00 A.M.
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO.	Tuesday, 24th, 11.00 A.M.
(Will take letters to EUROPE marked VIA SIBERIA.)	Tuesday, 24th, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)	Tuesday, 24th, 11.00 A.M.

COMMERCIAL

EXCHANGE

CLOSING QUOTATIONS

November 23rd

ON LONDON

Telegraphic Transfer

Bank Bill, on demand

Bank Bill, at 30 days sight

Bank Bill, at 4 months sight

Credit, at 4 months sight

Documentary Bill, at 4 months sight

ON PARIS

Bank Bill, on demand

Credit, at 4 months sight

ON GERMANY

On demand

ON NEW YORK

Bank Bill, on demand

Credit, at 60 days sight

ON SINGAPORE

Telegraphic Transfer

Bank, on demand

ON CALCUTTA

Telegraphic Transfer

Bank, on demand

ON SHANGHAI

Bank, at sight

Private, 30 days sight

ON YOKOHAMA

On demand

ON MANILA

On demand

ON BATAVIA

On demand

ON HAIPHONG

On demand

ON SAIGON

On demand

ON BANGKOK

On demand

SOVEREIGNS, Bank's Buying Rate

GOLD LEAF 100 fine, per tola

BAR SILVER, per oz.

SUBSIDIARY COINS.

Chinese 20 cents piece, per cent

Chinese 10 " " " " " "

Hongkong 20 " " " " " "

Hongkong 10 " " " " " "

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. str. *Devonia* left Singapore for this port on the 21st instant at 8.30 a.m. with the outward English Mail, and is due here on the 26th instant at about noon.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Waldemar* left Sydney on Tuesday the 17th inst. at 6 p.m. and may be expected here on or about Wednesday the 9th prox.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* left Vancouver on Thursday the 19th inst. for Hongkong via the usual Ports of Call.

THE INDIAN MAIL.

The Indo-China str. *Rumang* from Calcutta and the Straits left Singapore for this port on the 18th inst.

MERCHANT STEAMERS.

The N.Y.K. str. *Kanagawa Maru* (Bombay Line) left Shanghai on the 20th inst., and is expected here today.The N.Y.K. str. *Tokachi Maru* (Bombay Line) left Singapore on the 17th inst., and is expected here today.The N.Y.K. str. *Yamato Maru* (Australian Line) left Nagasaki on the 20th inst., and is expected here today.The N.Y.K. str. *Nikko Maru* (Australian Line) left Manila on the 22nd inst., and is expected here today.The Ben Line str. *Benmore* from Leith, Antwerp and London left Singapore on 17th inst. for this port.The N.Y.K. str. *Bingo Maru* (European Line) left Singapore on the 20th inst., and is expected here on the 26th inst.The N.Y.K. str. *Kaga Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 20th inst., and is expected here on the 29th inst.The N.Y.K. str. *Tokachi Maru* (Bombay Line) left Bombay for this port via Colombo and Singapore on the 17th inst., and is expected here on the 8th prox.

DECEMBER.

Tuesday, 1st, 5.00 P.M.

Wednesday, 2nd, 5.00 P.M.

Thursday, 3rd, 4.00 P.M.

Friday, 4th, 4.00 P.M.

Saturday, 5th, 4.00 P.M.

Sunday, 6th, 4.00 P.M.

Monday, 7th, 4.00 P.M.

Tuesday, 8th, 4.00 P.M.

Wednesday, 9th, 11.00 A.M.

Thursday, 10th, 11.00 A.M.

Friday, 11th, 11.00 A.M.

Saturday, 12th, 11.00 A.M.

Sunday, 13th, 11.00 A.M.

Monday, 14th, 11.00 A.M.

Tuesday, 15th, 11.00 A.M.

Wednesday, 16th, 11.00 A.M.

Thursday, 17th, 11.00 A.M.

Friday, 18th, 11.00 A.M.

Saturday, 19th, 11.00 A.M.

Sunday, 20th, 11.00 A.M.

Monday, 21st, 11.00 A.M.

Tuesday, 22nd, 11.00 A.M.

Wednesday, 23rd, 11.00 A.M.

Thursday, 24th, 11.00 A.M.

Friday, 25th, 11.00 A.M.

Saturday, 26th, 11.00 A.M.

Sunday, 27th, 11.00 A.M.

JOINT STOCK SHARES

HONGKONG, November 23rd.

CLOSING QUOTATIONS.

November 23rd

ALBANY

Hongkong & Shanghai

Nagasaki & Kobe

Yokohama & Kobe

Yokohama & Kobe

Yokohama & Kobe

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SHIPPING IN PORT.

HONGKONG, November 23rd.

CLOSING QUOTATIONS.

November 23rd

AMERICA

Manila, Japanese str.

Flumer, 21st Nov.—San Francisco

October, Mail and General—Toyo Kisen Kaisha

BANKING

American str., 329, D. Francisco

Fahrigor, 5th Nov.—Manila 2nd Nov.

Sugar—Order

BOERNE, German str., 1,344, F. Sembill, 13th

Nov.—Sundaland, 7th Nov.—General and

Timber—Melchers & Co.

BRIMMAR, British str., 3,600, S. L. Sarby, 21st

November—Japan via Shanghai and Poo-

chow 19th November, General—Shewan

Tomes & Co.

CLARK, German str., 1,103, Benlisen,

21st Nov.—Chafes 15th Nov., Beams

—Johnson & Co.

CHIEFLI, British str., 1,143, Warrack, 20th Nov.

—Hafslund 18th Nov.—Ries—Butterfield

—Swire.

CHINA, Australia str., 3,855, J. Berguigan,

20th Nov.—Kobe, Moji and Shanghai, 17th

Nov.—General—Sunder, Weller & Co.

CHOWWA, German str., 1,755, H. Breher, 19th

Nov.—Bangkok 5th and Swatow 17th Nov.

—Rice—N. D.

EMPEROR OF CHINA, British str., 3,046, R.

Archibald, 19th Nov.—Vancouver

28th Oct., General—C. P. R. Co.

FNU, Norwegian str., 860, C. Wagle, 17th Nov.

—Manila 13th November, Ballast—Aagaard

Thoresen & Co.

HUMPHREY, British str., 636, J. W. Evans, 19th

Nov.—Swatow 18th November, General

—Douglas, Ispraik & Co.

HAYANO, British str., 1,562, A. E. Hodgins,

22nd Nov.—Swatow 12th Nov., General

—Douglas, Ispraik & Co.

HOKOKO, French str., 742, Colman, 20th

Nov.—Hainan and Hainan 19th Nov.

General—A. B. Marty.

KNIVSBERG, German str., 646, Henk, 21st Nov.

—Pukhoti and Huihow 20th Nov., General